Point Control

A traffic control point (TCP) is a designated spot on the ground or road network—in a static garrison type environment-where Military Police control the traffic flow.

The three goals in point control of traffic are **orderly movement** of traffic in accordance with traffic control plans, **no unnecessary traffic delays** and **minimum essential control methods.** These goals should be accomplished with maximum use of traffic control devices, relieving MPs of this duty when possible.

When

Traffic control points should be used in the following situations:

- Road network is inadequate to accommodate traffic.
- Serious delays or congestion occur or are anticipated.
- Traffic studies indicate a particular need for control.
- Security of designated persons requires special control.
- Interruptions of traffic flow are reported to Military Police.
- A location becomes unsafe.

How-To

Preparation– Military Police should receive all necessary **information** needed to perform their mission from supervisors, other MPs, personal observation and traffic studies.

Safety equipment should be provided and used. Common items are reflectorized crossbelts, vests,

sleevelets, flashlights, white gloves, whistles, platforms, temporary signs and traffic cones.

Location– In selecting a site for point control of traffic, the most important consideration is **be able to see all vehicles and insure they see you.**

The following factors affect MP location:

- Design of the intersection
- Traffic volume characteristics
- Light and weather conditions
- Degree of control required

Extremely Reduced Visibility— Supervisors must consider hazards to traffic and hazards to MP safety and decide whether to leave the MP at his post, or to use alternate control methods, such as safety flares.

Hand Signals— This is the most common method of directing traffic. Hand signals are standardized to accommodate drivers of NATO countries. Provost marshals may alter the signals to accommodate host country standards if necessary.

Hand signals must be **executed distinctly and deliberately.** Poorly executed signals only confuse drivers.

At night or during other low visibility periods, **flashlights or traffic batons** can be used but only if drivers commonly understand their use.

(See Appendix B for details on hand signals.)

Whistle— Whistles supplement visual signs in attracting a driver's attention. When used too frequently, their effectiveness declines.

The **standard whistle** signals are:

STOP– one long whistle.

GO— two short whistles.

ATTENTION— four or more short, sharp whistles.

Controlling Traffic Effectively

To control and move traffic effectively the MP must follow these guidelines:

- Continually **observe traffic** for conflicts such as:
  - Backed-up traffic lanes.
  - Excessive changes in flow speed from slow to fast.
  - Vehicles blocking intersections.

Basic Rules For Executing Hand Signals

- Stand erect with feet 8 to 10 inches apart
- Let your arms hang naturally
- Distribute weight evenly on both feet
- Stand with shoulders parallel to moving traffic
- Look directly at driver to gain his or her attention before giving a signal
- Make sure traffic is stopped before changing direction of traffic flow

Remember:

Look—at the traffic situation

Execute—the correct signal

Complete—the signal and make sure it's obeyed

- Firmly establish **personal control** by performing all signals and movements with precision and by insuring drivers obey signals.
- Give **priority to the major route.** All secondary road traffic moves during breaks in the major flow. If breaks do not occur, allow traffic to accumulate on secondary roads before directing it to move. Make changes in flow direction only when the intersection is clear.
- Insure heavy vehicles have sufficient **go time** to build up speed and sufficient **stop time** to slow down and stop.
- Allow **right turns** whenever they do not interfere with traffic flow and do not create danger for pedestrians.
- Make sure opposite lanes are stopped before allowing **left turns** to be made. It is best to permit left turns during natural breaks in the traffic flow.
- **Communicate** with MPs at other intersections and TCPs.
- If **congestion** occurs, hold other lanes until it is cleared.
- If **two lanes must merge,** alternate the traffic flow.
- If **exit lanes are filled,** prohibit further turning movements.

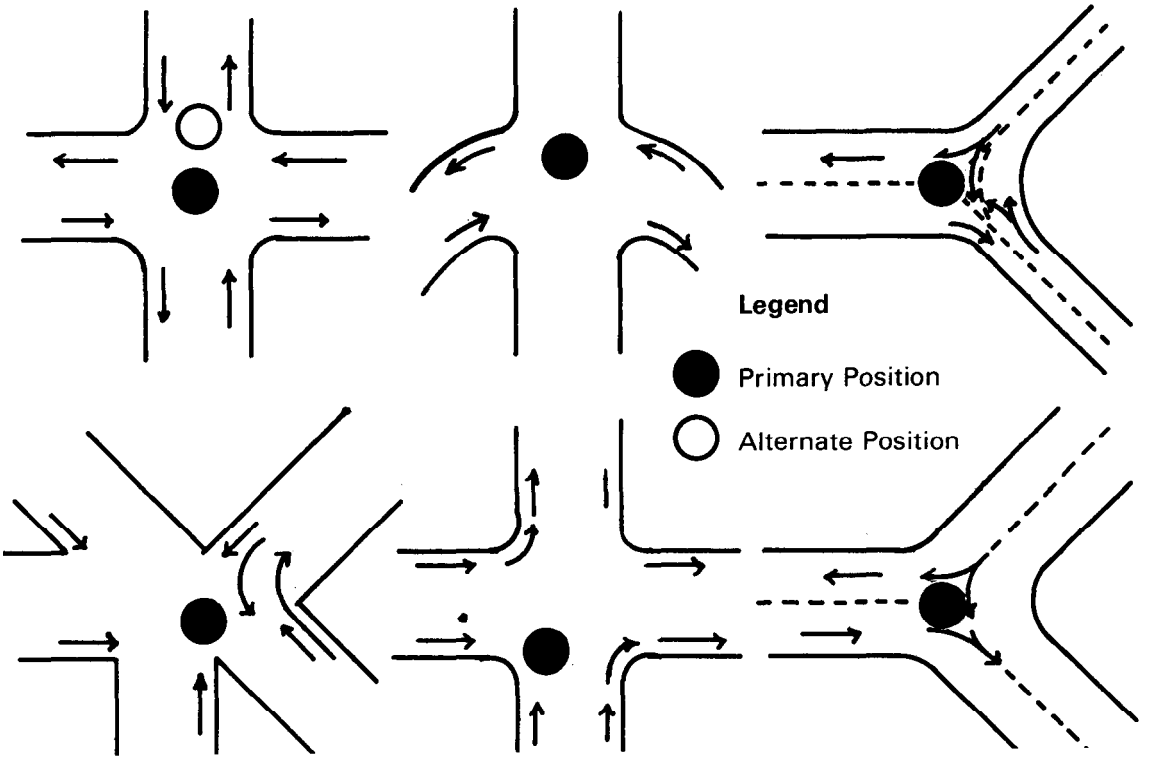
Special Situations

Special attention must be given to TCPs at schools, hospitals, fire stations and special events.

The actions of **school children** are impulsive. Pay constant attention to their actions and allow them to cross streets only when orderly. Require drivers to move slowly and cautiously.

Sudden **emergency vehicle movements** are common at hospitals and fire stations. MPs on TCPs must quickly establish their presence to control traffic and prevent congestion and accidents.

MPs must be able to provide information at special events, since drivers may be unfamiliar with actions expected of them and rely on MPs for guidance and information.



MP Positions at Intersections

The position is not fixed, and the MP may move to meet traffic flow needs.